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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY Poland/USSR

SUBJECT Conditions on the Polish Coast: Shipyard Production/
Marine Installations and Activity, Gdynia/Changes in the
Merchant Marine/Military Installations, Gdynia/Babie Doly

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Shipyard Production2. The Gdansk Shipyard

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- (a) This shipyard has been building ships of the 'Lewant' type, 3,800 BRT. As of late spring 1953, five of these ships had been delivered to the USSR. Two others the 'Warszawa' and the 'Oliwa' had been launched but were awaiting delivery of engines.
- (b) The 'Soldek' type ship which had faults in construction has now been modified and improved. In June 1952 the Soldek ships were sent to the USSR. As of spring 1953 the others had been launched, and were awaiting delivery of engines.
- (c) This shipyard has launched [date not specified] 20 fishing trawlers each 26 meters long with a speed of nine to 10 knots. The other trawlers have Focke Wulf engines from the Soviet Zone of Germany.
- (d) A further series of 40-50 fishing trawlers was under construction in spring 1953. These trawlers, 38 meters long, will have 500 HP engines from the Soviet Zone of Germany. They will be easily convertible into minesweepers.
- (e) In 1949 the Soviets attempted to transport two-dry-docks from Gdansk to Kaliningrad. While the dry-docks were being towed through the Baltic, one was sunk and lost.

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the Gdansk shipyard.
the Soviet expert posted at that
shipyard has the final decision. Frequently, the Polish engineers feel he is
wrong and refer the matter to Warsaw. Invariably the answer comes back that he
is right. The supervision of Soviet experts over Polish economic life is far-
reaching.

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3. "Gdynia Shipyards:

- (a) Twelve 'Kafka' type fishing boats were under construction in spring 1953. (KFK= Kriegsfischerkutter). These boats are built of metal / not identified / and wood. They have Velunta engines, 250 HP, with an average speed of 12 knots. They are equipped with echo-sounders and radio goniometers. The production name of these particular boats is B-12. Two had been completed of late spring 1953.

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4. "The Szczecin Shipyard:

- (a) On 1 May 53 this shipyard launched a 5000-ton hull.
(b) It also builds steel-hulled fishing boats of the KFK type.

5. "Wladyslawowo Shipyards:

- (a) At present the small local shipyard at Wladyslawowo is handling only repairs to fishing boats. Prior to World War II Wladyslawowo was an active fishing harbour. Now many houses stand empty.
(b) another shipyard is being built there for the construction of 100-150 BRT boats.

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6. "Oksywie Naval Shipyard:

- (a) This shipyard employs about 3,000 persons. It can construct no large units because the docks cannot handle anything larger than 150 tons. Thus, the Soviet boats commonly known as Kaczory (Drakes) can use this yard. The shipyard appears to be mainly a repair yard.

7. "Paged Shipyard:

- (a) The installations of this small shipyard (Paged: formerly Polska Agencja Drzewna, now Panstwowa Agencja Drzewna State Timber Agency) have been transferred from place to place on the coast. At the beginning of 1952 they were transferred to Gdansk. Paged is, allegedly, to be taken over by the Navy and joined to the Naval Shipyards.

Marine Installations and Activity, Gdynia

8. "The Radio Liaison Center for Merchant Marine ships operates on Kosciuszko Square in Gdynia.
9. "A seven-story building on Kosciuszko Square accommodates the Cywilna Szkola Morska (Civilian Sea School).
10. "In Gdynia harbor, the Nadbrzeze Polskie, Roterdamskie and Dunske docks and the Customs' Free Zone are always loaded high with goods. During spring 1953 some Polish ships / not identified / were taken off their regular routes and directed to Rotterdam, Antwerp, Hamburg and Bremen, before the dates of any scheduled trips to those ports and practically without cargo. These ships returned to Gdynia fully loaded. in April 1953 the m/s 'Czech' (3,649 BRT) anchored at the Czechoslovak pier in Hamburg with a cargo of about 200 tons of eggs and about 100 tons of high-quality clay, less than one-tenth her capacity. She

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unloaded that cargo, took on board about 350 tons of piece goods and sailed back to Gdynia that same day. The Polish-bound cargo may have been highly strategic but businesswise the trip made no sense. On the shore at Gdynia in spring 1953 [] heaps of iron pipes of very large diameter and of metal sheets and plates, some very light silver in color.

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11. "In the Merchant Marine, Soviet interests are always given priority over Polish. Polish ships often have to wait in their own ports two weeks for loading while coal or other goods are loaded on Soviet ships. This is such a common occurrence that it would be hard to give specific examples. If a Polish ship is scheduled to take a cargo from a foreign port to the USSR or China she may sail from Poland empty, or with only a small cargo.
12. "Twice a week a Soviet tug comes regularly to Gdynia to tow 2000 BRT barges owned by CUKROPORT. The barges are loaded with sugar bacon and canned food. Their alleged destination is Klaipeda. There are regular transports also of cargoes of coal to Klaipeda and Soviet ports. The crews of the tugs and barges are Soviet.
13. "People can still go to the Hel Peninsula for holidays at such places as Jastarnia, Kuznica and Chalupy. But all persons suspected of 'unreliability', eg those with relatives in the West, have been evacuated. Hel itself, at the tip of the peninsula, has been emptied of civilians and is surrounded by secrecy. It is a summer naval base, but nothing important seems to happen there. [] this atmosphere of secrecy and the restrictions on the sailors stationed at Hel is to keep them away from the civilian population.
14. "The floating naval base 'Motlawa' lies at anchor at Hel during the summer. This former German base has two decks. It is said that it once had engines, but now it must be towed. During the winter it lies at anchor in the naval harbor at Gdynia. The 'Motlawa' has naval offices and also the central radio station of the Polish Navy.
15. "Soviet sailors are often seen along the coast, because vessels (especially trawlers) of the Soviet Baltic Fleet call often at Gdynia, Gdansk, Szczecin and Swinoujscie. The Soviet sailors can walk on shore quite undisturbed. The Polish authorities do not 'control them' which irritates the Poles immensely.
16. "The movements of foreign sailors other than Soviets allowed ashore at Gdynia are watched carefully by WOP guards. The foreigners often go to the sailors' hostel at the corner of Grundaldzka and Czolgistow Streets. This hostel has been attractively renovated. A room there costs 450 zlotys a month. Board, including laundry, comes to about 450 zl. also. There is a medical surgery for sailors in the building but it provides only the simplest medicines.

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Changes in the Merchant Marine

17. "Several measures were taken in autumn 1952 to militarize merchant marine crews:

- (a) All officers of the Merchant Marine are now listed also as naval officers. They registered in Gdynia at the end of 1952 at the District Military Commission office (Obwodowa Komisja Wojskowa) on Washington Street. The officers had to complete detailed questionnaires on their lives since 1920. They then passed before a military medical board headed by Major (fnu) Broniewski.
- (b) The training for the merchant marine has been changed. Students at the PSZM (Panstwowa Szola Zegluga Morakiej - Merchant Marine School) must now spend about 20 hours each week on naval and military subject, including marksmanship and military law. Upon graduation from PSZM they go straight into the Polish Navy to do their military service. They serve three years, receiving the rank of chorazy-warrant officer. Naval recruits are trained aboard the ship 'Zetempowiec', usually anchored at Oksywie. At the end of that period the Navy usually retains the best men compulsorily. The others are allowed to join the Merchant Marine. The 'unreliables' have

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usually been purged at the PSZM stage of their training. Incidentally, the Polish authorities try to fill the marine schools with candidates who are from the lowest strata of society or who are orphans with no family ties and, especially no relatives in the West. This is a precaution to prevent escapes of personnel.

18. "Merchant sailors and their families have obligatory health insurance. The benefits extend three months after termination of work. An official doctor may grant an ill sailor eight days of sick leave. If his illness lasts longer he must report to the board of the Sickness Fund. In Gdynia this is located at 40, 22nd July Street. Because that building is always jammed with patients, a separate board for sailors has been established at Polska Street. On the basis of a doctor's certificate the board may grant two months of sick leave. If hospital treatment is needed the patient must be examined by a specialist. Hospital treatment is free. For medicines the patients must pay 30% of the price.

Military Installations in Gdynia

19. "There are Soviet barracks in the Grabowek district of Gdynia. They are occupied by a unit of about 70-80 men-technical troops.
20. "In late spring 1953 army labor (penal) units were constructing warehouses in Gdynia, including a grain elevator. It is generally known in Gdynia that these units consist of soldiers who are guilty of minor disciplinary offences, political unreliability or who are sons of former Volksdeutsche. Service in such army units lasts at least three and a half years. Two hours of each day are spent on military training and drill; the rest of the day in forced labor on state and military projects.
- Babie Doly Airfield
21. "The military airfield at Babie Doly, 10 km. north of Gdynia, was developed in 1932-53. The airfield is located on the seashore, north of Nowe Oksywie and south of Kossakowo and Pierwoszytno. A road cuts through the center of the field. Runways (more than 10) stretch out on both sides. [redacted] these runways are adapted for jet aircraft.
22. "The airfield has one hanger above ground and another underground. There are underground depots in a hill on the eastern side, by the sea. In a wood north of these depots in the Oksywie direction, there is a radar station.
23. "The airfield has its own power station operated by a Diesel engine. This station is located by the road leading from the airfield to Nowe Oksywie. It is connected with the power plant in Grabowek and supplies current for the Polish naval headquarters at Oksywie. [redacted] high-tension cables running over the ground in the direction of Oksywie.
24. "Near the airfield are the former German workshops that were used for the production of torpedoes. It is said that a military commission recently visited these workshops to study the possibilities of reviving production.
25. "In the airforce unit stationed at the airfield the younger officers, up to the rank of lieutenant, are Poles. The superior officers are Soviets. The officers have quarters in a settlement at Nowe Oksywie. The men live on the airfield."

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